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hub filler 402 during movement of the hub filler 402 along the guide rail 408 during an unloading operation.

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Hence, with the present invention, the tape is not transported back to the single reel by the hub filler, with the cartridge reel motor 412 operating only to take up slack, as in the prior art. Rather, it is the cartridge reel motor 412 that provides the torque to pull the tape 406 into the single reel 417, in the present invention. Tension in the tape 406 is controlled through the guide arm motor 414, guide arm 416 and hub filler 402 combination. This tensioning can be passive, such as simply allowing the frictional forces and other forces to act counter to the pulling by the cartridge reel motor 412. The tensioning can be more active, as described above, by controlling the guide arm motor 414 to change the amount of drag provided at the hub filler 402.

IN THE CLAIMS:

A clean version of the claims that have been amended appears below.

Please cancel claim 10 without prejudice or disclaimer of the subject matter thereof.

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4. The tape drive mechanism of the claim 3, wherein:
the guide arm and the guide arm motor are arranged to be dragged by the tape being unloaded from the tape drive mechanism.
 5. The tape drive mechanism of claim 4, wherein:
the guide arm motor under control of a controller is arranged to provide tension on the tape by electrical induction within the guide arm motor.

11. The tape drive mechanism of claim 9 wherein the guide arm and the guide arm motor are arranged to be dragged by the tape being unloaded from the tape drive mechanism.

12. The tape drive mechanism of claim 9 wherein the guide arm motor under control of a controller is arranged to provide tension by stimulated electrical induction within the guide arm motor.

13. The tape drive mechanism of claim 12, wherein the electrical induction, frictional resistance of the hub filler, and frictional resistance of the guide arm applies torque to the hub filler in the opposite direction to a direction that the hub filler is traveling in the unloading operation.

16. A method of preventing detachment of an end of tape from a hub filler during movement of the hub filler along a guide rail during an unloading operation, comprising the steps of:

driving an end of tape with a tape cartridge motor in a direction away from a take-up reel; and

applying tension to the end of the tape in a direction toward the take-up reel.

17. The method of claim 16, wherein:

the step of applying tension comprises the further steps of:

providing tension through a guide arm coupled to the hub filler; and

providing tension through a guide arm motor coupled to the guide arm.

IN THE DRAWINGS:

Please see the attached Request for Approval of Drawing Amendments.